REVISED RULES RELATING TO PROVINCIAL TOLLS—*concld.*

10.	On every cart or other vehicle drawn by six bullocks, buffaloes, horses, ponies, asses or mules, if laden.				0	8	0
11.	Do	do	do	if not laden ..	0	4	0
12.	On every cart or other vehicle drawn by four bullocks, horses, buffaloes, ponies, asses or mules, if laden.				0	6	0
13.	Do	do	do	if not laden ..	0	3	0
14.	On every cart or other vehicle drawn by two bullocks, buffaloes, horses, ponies, asses or mules, if laden.				0	4	0
15.	Do	do	do	if not laden ..	0	2	0
16.	On every cart or other vehicle drawn by a single bullock, buffalo, horse, pony, ass or mule, if laden.				0	2	0
17.	Do	do	do	, if not laden ..	0	1	0

APPENDIX.

FORM OF NOTIFICATION FOR THE SALE OF THE RIGHT OF COLLECTING TOLLS.

The right to collect tolls at the toll-gates as noted in Schedules A and B during the official year will be sold by public auction at the places and on the dates specified against each gate.

2. Persons intending to bid at the sale must attend in person or by a duly accredited agent. Every such person should deposit beforehand an amount equal to one-sixth of the contract amount for the previous year as shown in Schedule A, as earnest money. The deposits of all the bidders except the first 2 or 3 whose bids are to be recommended for acceptance will be returned at the close of the sale. The deposit of the successful bidder who will be called the contractor will be returned only on fulfilment of the contract. The deposits of the remaining bidders will be returned soon after the confirmation of the sale.

3. The sale will not become absolute until confirmed by the authority noted in Schedule A who reserves the final power of refusing or accepting without assigning any reason whatever the highest or any bid that may be offered.

4. The successful tenderer shall, within fifteen days of the receipt of intimation of confirmation of the sale in his favour, execute an agreement on a duly stamped paper binding himself and his heirs to observe the conditions hereinafter set forth and to be subject to the penalties, forfeitures and liabilities referred to therein and when he does not hold property in Mysore, shall furnish at least two sureties who own sufficient properties in the Mysore State for the due performance of the contract and if he is a non-resident foreigner he shall be deemed to have agreed to submit himself to the jurisdiction of the Civil Courts in Mysore and to be bound by any decree, *ex parte* or otherwise, that may be passed against him by such Courts for any sums due in respect of the contract amount.

5. The contract shall not be transferred by sale, gift or otherwise or sub-lease, without the previous sanction of the Deputy Commissioner.

6. The contract amount shall be paid in 12 equal monthly instalments in advance on the 1st day of every month into the Taluk Office. The contractor shall also pay along with the instalments the authorised Local, Railway and Educational Cesses, if any, at the prescribed rates.

7. Fees recovered from persons compounding the payment of toll in accordance with standing rules and orders approved by Government shall be kept at the credit of the Contractor and adjusted in account towards the last instalment or instalments, as the case may be.

8. Interest at 9 per cent per annum shall be levied on all overdue amounts till date of payment.

9. The amount due from the contractor or his sureties shall be recoverable as if they were arrears of land revenue under the provisions of the Land Revenue Regulation and the rules thereunder.

10. The contractor shall collect tolls only at the rates and the gates on the traffic specified in Schedules A and B.

11. The contractor shall give to the person paying the toll a proper receipt showing the date and hour of payment of toll.

12. The contractor shall keep at the toll-gate true accounts of the daily collections and of the traffic passing through the toll-gate. These accounts shall be open to the inspection of the Deputy Commissioner, the Assistant Commissioner and the Amildar. He shall, if required by the Deputy Commissioner, furnish to the Taluk Office at the end of every month, a true return for the month showing the traffic passing through the gate in a prescribed form.

13. The contractor will have the use of the existing toll house and gate without payment of any rent, and he should keep them in good repair, failing which the cost of repair will be recovered from the contractor.

14. The contractor shall not be entitled to any remission of the contract amount or to any compensation on account of seasonal conditions or any other cause whatever.

15. The contractor and his employees shall always behave courteously towards the travelling public and shall not harass them or give them trouble of any kind and he shall maintain at the toll-gate a book, wherein travellers may record complaints, and forward true extracts thereof once a week to the Amildar.

16. The contractor shall conform generally to the rules published in the late Chief Commissioner's Notification No. 274, dated 4th November 1876 as revised from time to time. He shall recognise all exemptions made by the statute or rules in force for the time being. He shall pay special attention to the points mentioned in Schedule C.

17. Any breach of the above conditions or rules on the part of the contractor or his servants will entail the forfeiture of the deposit or the levy of a fine not exceeding Rs. 50 per each infringement. If the fine be not paid or in the event of instalments or other sums due not being paid within the prescribed date, it hall be competent to the Deputy Commissioner to suspend further collection of toll by the contractor and dispose of the right to collect the toll during the remaining period by a resale or otherwise. The resale will be held at the risk of the defaulting contractor who shall be liable to make good all losses accruing, but shall not be entitled to any profits arising from the resale.

18. The imposition of fine or resale of the contract shall be no bar to the prosecution of the contractor or his employees for any offence or to the institution of other legal steps against them under any law in force for the time being.

Deputy Commissioner.

SCHEDULE A.

1. Name of Toll-gate or bridge.
2. Situation of the Gate.
3. Whether toll is to be levied on through traffic, incoming traffic, or outgoing traffic.
4. Traffic specially exempted from payment of toll on account of the peculiar situation of the toll-gate or the special requirements to the people near the toll-gate.
5. Amount of deposit required.
6. Place of sale.
7. Date of sale.
8. Officer conducting the sale.
9. Officer confirming the sale.
10. Remarks.

SCHEDULE B.

Details of traffic.	Rate

[Here enter items and rates sanctioned for the toll-gate.]

SCHEDULE C.

RULES RELATING TO TOLLS ON STATE FUND ROADS AS in FORCE FOR THE TIME BEING.

(*a*) A table of authorised tolls shall be legibly written in English and Kannada and shall be put up in a conspicuous place near the toll-gate, together with a copy of these rules.

(*b*) (1) No more than one payment of toll shall be demanded at any one toll bar, gate or station in respect of any carriage or cart in any one period of 24 hours.

(2) No toll should be levied at a frontier toll-gate in Mysore on any cart, etc., passing the gate if within a period of 24 hours a toll has been collected thereon at a British toll-gate in respect of which reciprocity has been obtained in consultation with the British authorities.

(*c*) Carts laden with manure or other substance used as manure, shall be exempt from payment of toll at all the interior toll-gates and shall pay at the rate prescribed for unladen carts at all frontier toll-gates; provided that no toll shall be levied on carts belonging to agriculturists residing within 5 miles of the Toll-gates when such carts are carrying manure, implements, seeds, or agricultural produce to and from their fields and when they return unladen.

Note.—Any claim for exemption under this rule shall be supported by a certificate signed by the Patel or Chairman of the Village Panchayet of the village to which the cart belongs.

(*d*) No toll shall be levied on foot passengers.

(*e*) No toll shall be levied for the passage of troops, or military stores or equipages or of police officers in uniform on duty or of any person or property in their custody or of any property *bona fide* belonging to Government, the proof of which should be established by the production of a pass or certificate from any officer of the Department to which the property belongs, such officer being duly authorised by the Deputy Commissioner or by Government to grant such certificates or passes. Such pass or certificate should be delivered up at the last toll-gate passed by the cart, or carriage conveying such property before it reaches the destination noted in such or certificate.

(*f*) No toll shall be levied for the passage of carriages or carts, etc., at any toll-gate if they belong to a Local Board or Municipal Council, the proof of which is to be established by the production of a certificate signed by the President of such body or by such officer as may be authorised by the Government.

(*g*) No toll shall be levied for the passage of carriages, or carts, etc., if—

(1) they belong to His Highness the Maharaja, or His Highness the Yuvaraja;

(2) they belong to the Honorable the British Resident in Mysore;

(3) they are engaged by the Postal Department exclusively to carry mails;

(4) they belong to a person who has compounded with the proper authority in accordance with the rules framed by the Government; and

(5) they convey British Military Officers in uniform passing on duty.

(*h*) No toll shall be levied on any conveyance used for ambulance purposes.

ನಂ. ಆರ್. 8729–40–ಆರ್. ಎಂ. 9–27–53, ತಾರೀಖು 15ನೇ ಮೇ 1928.

192.....ನೇ ಇಸವಿ.....ತಿಂಗಳ ತಾರೀಖು..... .....ರಲ್ಲಿ..... ..... ಡಿಸ್ಟ್ರಿಕ್ಟ್.....ತಾಲ್ಲೂಕು..... .. ..ದಲ್ಲಿ ವಾಸವಾಗಿರುವ..... .... ಮಗ..... .....ಬರೆದುಕೊಟ್ಟ ಮುಚ್ಚಳಿಕೆ ....ಡಿಸ್ಟ್ರಿಕ್ಟು .....ತಾಲ್ಲೂಕು..... ....ಟೋಲ್‌ಗೇಟಿನಲ್ಲಿ 19. .....ಜುಲೈ 1ನೇ ತಾರೀಖಿನಲಾಗಾಯಿತು..... .... ೂರ್ 30ನೇ ತಾರೀಖಿನವರಿವಿಗೆ ಸುಂಕವನ್ನು ವಸೂಲ್ ಮಾಡುವ ಹಕ್ಕನ್ನು ನಾನು ಚಡ ದರಖಾಸ್ತುಮೂಲಕ..... ... ... ನೇ ಇಸವಿ..... ....ತಿಂಗಳು..... .....ತಾರೀಖಿನಲ್ಲಿ ನಡೆದ ಹರಾಜಿನಲ್ಲಿ.....ರೂಪಾಯಿಗಳಿಗೆ ಪಡೆದು ಇರುವ ಮೆಹರ್‌ಬಾರ್ ಮೈಸೂರು ಶೀಮೆಯ ರೆವಿನ್ಯೂ ಕಮಿಷನರ್ ಸಾಹೇಬರವರಿಂದ ಸಾದರಾದ ನಂಬರು..... ..... ತಾರೀಖು ಆರ್ಡರ್ ಮೇರೆಗೆ ಮಂಜೂರಾಗಿರುವುದು ಸರಿಯಷ್ಟೆ.

ಮೇಲ್ಕಂಡಂತೆ ನಾನು ಕೊಡಲು ಒಪ್ಪಿಕೊಂಡಿರುವ ಚಡ ದರಖಾಸ್ತು ಮೊಬಲಗು ಮತ್ತು ಇದರ ಮೇಲೆ ರೂಪಾಯೀ ಒಂದಕ್ಕೆ ಒಂದಾಣೆಯಂತೆ ಸಲ್ಲಬೇಕಾಗಿರುವ ಲೋಕಲ್ ಸೆಸ್ಸು..... .....ಯಂತೆ ಆಗುವ ಲೈಬ್ರೆ ಸೆಸ್ಸು ಮತ್ತು..... .....ಯಂತೆ ಆಗುವ ಎಜುಕೇಷ್ಷ ಸೆಸ್ಸು ಸಹ ಸೇರಿಸಿ ಲೆಕ್ಕವಾಗುವ ಒಟ್ಟು ಮೊಬಲಗನ್ನು ಹರಾಜ್ ಇಸ್ತಿಹಾರ್ ಷರತ್ ಅನುಸರಿಸಿ..... ....ತಿಂಗಳ ಒಂದನೇ ತಾರೀಖು ಲಾಗಾಯಿತು 12 ಸಮಬಿಸು. ಗಳಾಗಿ ಪ್ರತಿ ತಿಂಗಳ ಒಂದನೇ ತಾರೀಖಿನಲ್ಲಿ..... ....ತಾಲ್ಲೂಕು ಟ್ರೆಜರಿಗೆ ತಪ್ಪದೆ ಪಾವತಿಮಾಡಲು ಈ ಮೂಲಕ ಒಪ್ಪಿಕೊಂಡಿರುತ್ತೇನೆ.

ಯಾವ ಖಿಸ್ತನ್ನಾಗಲಿ ಮೇಲೆ ನಮೂದಿಸಿರುವಂತೆ ಸಕಾಲದಲ್ಲಿ ಪಾವತಿ ಮಾಡಲು ತಪ್ಪಿದಲ್ಲಿ ಆ ರೀತಿ ತಪ್ಪಿದ ತಾರೀಖಾ ಲಾಗಾಯಿತು ಬಾಕಿ ನಿಲ್ಲಬಹುದಾದ ಮೊಬಲಗು ಮೇಲೆ ಶೇಕಡಾ ನಾಲಿಯಾನಾ 9 ರೂಪಾಯಿಗಳಂತೆ ಬಡ್ಡಿ ಕೊಡಲು ಒಪಿ ಕೊಂಡಿರುತ್ತೇನೆ.

ನಾನು ಮೇಲ್ಕಂಡಂತೆ ಹರಾಜಿನಲ್ಲಿ ಪಡೆದು ಇರುವ ಸುಂಕವನ್ನು ವಸೂಲು ಮಾಡುವ ಹಕ್ಕನ್ನು ಪಜರತ್ ಡೆಪ್ಯುಟಿ ಕಮಿಷನರ್ ಸಾಹೇಬರವರ ಬರಹ ಮೂಲಕವಾದ ಅಪ್ಪಣೆ ಶಿವಾಯಿ ಕ್ರಯ, ದಾನ, ಅಥವಾ ಒಳ ಕಂಟ್ರಾಕ್ಟು ಅಥವಾ ಇತು ವಿಧವಾಗಿ ಪರಾಧೀನ ಮಾಡಲು ನನಗೆ ಹಕ್ಕು ಇರುವುದಿಲ್ಲ.

ವಿಷಯಗಳಲ್ಲಿ ಈ ಟೋಲ್‌ಗೇಟಿನಲ್ಲಿ ಸುಂಕವನ್ನು ವಸೂಲ್ ಮಾಡುವ ಹಕ್ಕಿಗೆ ಸಂಬಂಧಪಟ್ಟ..... ... . ನಂಬರ್... ..... ತಾರೀಖಿನ ಹರಾಜು ಇಸ್ತಿಹಾರಿನಲ್ಲಿ ಕಂಡ ಷರತ್ತುಗಳಿಂದ ನಾನು ಮತ್ತು ನನ್ನಕಡೆಯವರು ಸಹ ಬದ್ಧರಾಗಿರುತ್ತೇವೆ. ಮತ್ತು ಸದರಿ ಇಸ್ತಿಹಾರಿನಲ್ಲಿ ಕಂಡ ಷರತ್ತುಗಳೆಲ್ಲಾ ಈ ಕರಾರಿನಲ್ಲಿ ನಮೂದಿಸಿರುವಂತೆ ಭಾವಿಸಲ್ ಡತಕ್ಕದ್ದೆಂತಲೂ, ಸದರಿ ಷರತ್ತುಗಳು ಅಥವಾ ನಿಬಂಧನೆಗಳಿಂದ ನಾನು ಬದ್ಧನಾಗಿರುತ್ತೇನೆಂತಲೂ ಈ ಮೂಲಕ ಒಪ್ಪಿಕೊಂಡು ಇರುತ್ತೇನೆ.

ಮೇಲ್ಕಂಡ ಇಸ್ತಿಹಾರಿನಲ್ಲಿ ನಮೂದಿಸಿರುವ ಷರತ್ತುಗಳಿಗೆ ವ್ಯತಿರಿಕ್ತವಾಗಿ ನಾನಾಗಲೀ ನನ್ನ ಕಡೆಯವರಾಗಲೀ ನಡೆಯುವ ಸಂದರ್ಭದಲ್ಲಿ ಸದರಿ ಇಸ್ತಿಹಾರಿನಲ್ಲಿ 17ನೇ ಪ್ಯಾರಾದಲ್ಲಿ ಕಂಡಂತೆ ನಾನು ಈ ಕರಾರಿನ ಷರತ್ತುಗಳ ಮೇರೆಗೆ ನಡೆಯುವ ಖಾತ್ರಿ ಬಗ್ಗೆಯಾಗಿ ಸೆಕ್ಯೂರಿಟಿ ಡಿಪಾಜಿಟ್ ಆಗಿ ಇಟ್ಟಿರುವ ಮೊಬಲಗನ್ನು ಸರಕಾರಕ್ಕೆ ದಂಡವಾಗಿ ಶೇರಿಸಿಕೊಳ್ಳಬಹರ ದೆಂತಲೂ ಅಥವಾ ಅಂಥ ಪ್ರತಿ ಒಂದು ತಪ್ಪು ನಡವಳಿಕೆ ಬಗ್ಗೆ 50 ರೂಪಾಯಿಗೆ ಮಿಾರದ ಜುಲ್ಮಾನೆ ಮಾಡಿ ಸದರಿ ಜುಲ್ಮಾನೆ ಹಣವನ್ನು ಸದರಿ ಡಿಪಾಜಿಟ್ ಹಣದಿಂದ ವಸೂಲು ಮಾಡಿಕೊಳ್ಳಲು ಸರಕಾರದವರು ಅಧಿಕಾರ ಉಳ್ಳವರಾಗಿರುತ್ತಾರೆಂತಲೂ ಈ ಮೂಲಕ ಒಪ್ಪಿಕೊಂಡು ಇರುತ್ತೇನೆ.

ಸದರಿ ಇಸ್ತಿಹಾರಿನಲ್ಲಿ ಕಂಡ ಷರತ್ತುಗಳಂತೆ ಸುಂಕವನ್ನು ವಸೂಲು ಮಾಡುವುದಕ್ಕೂ, ಲೆಕ್ಕ ಪತ್ರಗಳನ್ನು ಇಡುವುದಕೂ ಮತ್ತು ಸರಕಾರದವರು ಲೆಖ್ಖ ಕೇಳಿದರೆ ತಕ್ಕ ಸಮಜಾಯಿಷಿ ಕೊಡುವುದಕ್ಕೂ ಮತ್ತು ಇತರ ಎರ್ಲಾ ವಿಷಯಗಳಲ್ಲಿಯೂ ಸದರಿ ಇಸ್ತಿಹಾರ್ ಷರತ್ ಯಾನೆ ನಿಬಂಧನೆಗಳಂತೆ ನಡೆಯುವುದಕ್ಕೂ ಈ ಮೂಲಕ ಬದ್ಧನಾಗಿರುತ್ತೇನೆ. ಕಂಟ್ರಾಕ್ಟ್‌ದಾರನಾದ ನಾನು ಮೈಸೂರು ದೇಶದವನಲ್ಲವಾದಾಗ್ಯೂ ಮತ್ತು ನನಗೆ ಮೈಸೂರು ದೇಶದಲ್ಲಿ ಯಾವ ಆಸ್ಥಿಯೂ ಇಲ್ಲದೆ ಇದ್ದರೂ ಈ ಮುಚ್ಚಳಿಕೆಯ ಸಂಬಂಧವಾಗಿ ಸರಕಾರದವರು ನನ್ನ ಮೇಲೆ ದಾವಾ ಮಾಡಬೇಕಾದ ಸಂದರ್ಭ ಒದಗಿದಲ್ಲಿ ಈ ಕಂಟ್ರಾಕ್ಟಿಗೆ ಸಂಬಂಧಪಟ್ಟ ಟೋಲ್‌ಗೇಟ್ ಇರುವ ಸ್ಥಳದ ಮೇಲೆ ಅಧಿಕಾರವಿರತಕ್ಕ ಕೋರ್ಟಿನಲ್ಲಿ ಅಂತಹ ದಾವೆಯನ್ನು ಮಾಡಬಹು ದೆಂತಲೂ ಮತ್ತು ಸದರಿ ಕೋರ್ಟಿನವರು ಮತ್ತು ಈ ಸಂಬಂಧವಾಗಿ ಮೈಸೂರು ಸೀಮೆಯ ಇತರ ಕೋರ್ಟಿನವರು ಕೊಡ ಬಹುದಾದ ಎಕ್ಸ್‌ಪಾರ್ಟಿ ಅಥವಾ ಇತರ ವಿಧವಾದ ಫೈಸಲು ಅಥವಾ ತೀರ್ಮಾನಗಳಿಂದ ನಾನು ಬದ್ಧನಾಗಿರುತ್ತೇನೆಂತಲೂ, ಅಂಥಹಾ ಕೋರ್ಟುಗಳ ಅಧಿಕಾರಕ್ಕೆ ನಾನು ಒಳಪಡತಕ್ಕವನೆಂತಲೂ ಸದರಿ ಕೋರ್ಟುಗಳಿಗೆ, ನನ್ನ ಮೇಲೆ ಜೂರಿಸ್‌ಡಿಕ್ಷ್ಷ ಇಲ್ಲ ವೆಂತ ತಕರಾರು ಮಾಡಲು ನನಗೆ ಹಕ್ಕು ಇರುವುದಿಲ್ಲವೆಂತಲೂ ಸಹ ಈ ಮೂಲಕ ಒಪ್ಪಿಕೊಂಡು ಇರುತ್ತೇನೆ. ಎಂಬುದಾಗಿ ಬರೆದುಕೊಟ್ಟ ಮುಚ್ಚಳಿಕೆ,

ANNEXURE.

Report of the Committee appointed to review the arrangements made under the recent orders of Government for the establishment of toll gates and administration of tolls in the State.

The Committee was appointed by Government in their Order No. R. 7669-77—R. M. 9-27-47, dated 5th April 1928, to review and suggest improvements in the arrangements made, for the opening of new Toll-gates since March last, under Government Orders No. R. 5166-84—R. M. 9-27-4, dated 13th January 1928, and No. R. 6338-6356—R. M. 9-27-15, dated 18th February 1928.

The Committee were asked to examine and report on the following points, their report being submitted to Government before the close of April 1928:—

(1) The location of Toll-gates.

(2) The classification of animals and vehicles and the maximum rates of tolls provided in the schedule appended to the revised rules published in the Government Order No. R. 5492-60—R. M. 9-27-11, dated 6th February 1928.

(3) The adequacy of exemptions contained in the rules in respect of animals and vehicles belonging to agriculturists; and

(4) Any other points in respect of which the existing rules might be revised with advantage.

As the Committee could not meet before the 30th April, they could not submit their report before the close of the month, as required in the Government Order appointing the Committee.

The Committee have now considered the several orders and the suggestions placed before them and now beg to submit the following report:—

Classification of animals and vehicles.—First and foremost they consider that agriculturists will be saved from a great deal of trouble if their animals are exempted from payment of tolls. They have therefore resolved to omit items 19 to 30 of the schedule fixing the rates of tolls payable on animals. As the use of Palanquine, etc., referred to in items 31 to 32 is very rare now-a-days, these 2 items may also be omitted.

In this view, clause (i) of the Revised Rules regulating the levy of the tolls will become unnecessary and will therefore be omitted.

Messrs. Malliah and Basavegowda proposed that items 15 to 18, fixing tolls on double and single bullock carts might also be omitted as there is no conclusive proof that the roads are damaged by these carts and as this levy causes hardship to agriculturists. The majority of the members of the Committee, however, considered that it was not practicable to give a wholesale exemption to bullock carts, that they should contribute towards the cost of road maintenance equally with other classes of vehicles using public roads. It was also pointed out that agriculturists' carts have been given concessions in certain ways and the grant of further concession to agriculturists would be examined. The proposal of Messrs. Malliah and Basavegowda was not accepted by the Committee.

In this connection it was also resolved (1) that item No. 3 "on every other vehicle of any description propelled by steam or other motor power Re. 1-0-0" may be omitted as items 1 and 2 contain provisions for vehicles coming under item 3 also; and (2) that the word "not on springs" occurring in several of the items might also be omitted.

Exemptions.—Clause (D) of the revised rules provides for certain exemptions in regard to manure carts of the agriculturists. It was considered that manure carts might be exempted from payment of tolls in all interior Toll-gates and they might be charged at half the rates, that is as for unladen carts in all frontier toll-gates. The Committee were also of opinion that the exemption contained in the proviso to the said clause might be extended to carts carrying seeds, implement and agricultural produce of all kinds between a raiyat's land and his place of residence, provided that a certificate is produced signed by the Patel and the Chairman or a member of the Village Panchayet of the village to the effect that the carts belong to an agriculturist and that the seeds etc., are required for *bonafide* agricultural purposes and not for sale.

These carts should not be required to pay any toll at the gate when they return home empty.

The following will accordingly be substituted for the above clause:—

(d) "Carts laden with manure or other substance used as manure, shall be exempt from payment of tolls at all the interior Toll-gates and shall pay at the rate prescribed for unladen carts at all frontier toll-gates. Provided that no toll shall be levied on carts belonging to agriculturists residing within 5 miles of the toll-gate when such carts are carrying manure, implements, seeds or agricultural produce to and from their fields and when they return unladen."

Mr. Taj Peeran's proposal to exempt ambulance and other conveyances used for humanitarian purposes from the payment of tolls was accepted by the members unanimously.

Under clause C (i) of the rules, payment of another toll may not be demanded at a toll-gate if a vehicle which has once paid toll therein passes through it again within a period of 24 hours. But this period is counted from sun-rise to sun-rise. This is said to work hardship in many cases as persons will have to pay a fresh tax they if do not pass through that gate before sun-rise the next day even though they had passed that gate originally several hours after sun-rise. The Committee consider that the exemption from payment of fresh toll should extend to the full period of 24 hours. The words "counted from sun-rise to sun-rise" occurring at the end of the clause will accordingly be omitted. The exemption should, as is now provided, extend only to the particular toll-gate for which tax has once been paid during the said period.

Military officers are exempted from payment of tolls only when they pass on duty and are in uniform. On this analogy exemption from payment of tolls to police officers on duty provided in clause (f) should be extended only when they travel in uniform. Clause (f) should accordingly be amended in this respect.

Schedule of the Moximum rates.—The rates fixed in the revised rules were accepted subject to the following amendments :—

	Rs.	a.	p.
Item No. 4, charge to be reduced to ..	0	8	0
„ 5 „ „	0	4	0
„ 7 „ „	0	1	0

Location of Toll-gates.—It was decided that there should ordinarilry be a distance of 25 miles between two Provincial Toll-gates *i.e.*, no toll-gate should be established on a Provincial road within a distance of 25 miles from another Provincial Toll-gate. It may however happen that a District Board or Municipal Toll-gate is situated within less than 25 miles of a Provincial toll-gate. To minimise hardship in such case, it was resolved that a vehicle should be made to pay full rate only at the first gate and half the rate at the second and subsequent gates, whether they be District or Municipal gates if they are within a distance of 25 miles from one another.

With regard to the several proposals received for the shifting of existing gates, establishment of new toll-gates or abolition of certain new tolls it was resolved that these should be decided on their individual merits in accordance with the above principle. This principle should also be kept in view when proposals from Disrict Boards or Municipal Councils for the establishment of new tolls are considered. The provision made in the order of June 1927 about prohibition of levy of tolls by Municipal Councils on through traffic may also be cancelled in view of the above rule.

Composition.—The owners of vehicles should have the right to enter into composition. The fee levied will in the first instance be credited to Government and will be adjusted towards the dues of the lessee when tolls are leased. The fee now fixed for composition of motor cars, etc., plying for hire may remain unaltered. Full composition fee will be levied at the first gate and half the rate at the next gate or gates (Provincial, District or Municipal), within a distance of 25 miles.

Other Matters.—Notifications of sales of tolls should be suitably modified and the Revenue Commissioner should continue to be the sale confirming officer as at present.

The Rules as amended by the Committee are herewith appended, *vide* page (3).

Signed 1. C. S. Balasundaram Iyer, Chairman.
2. P. G. D'Souza.
3. J. Bhore.
4. Syed Taj Peeran.
5. N. Madhava Rao.
6. L. Vemareddi.
7. M. S. Lingegowda.
8. B. Abdur Rahimon.

Dissenting minute of Mr. S. C. Malliah.

Much hardship is felt by the villagers by establishing these new toll-gates. In my opinion I think the carts are not responsible for the present condition of the roads. These carts are existing from a very long time. There is no apparent proof to show that these carts are solely responsible for the present condition of the Provincial or District Board roads. On the other hand, I venture to say that the present condition of the roads is due to the increase of the motor vehicles. The allotments for the Provincial roads have been made about ten years back. From that time no increased allotment has been made. If we refer to the budget figures from the last ten years, there is no increase in the amount allotted for the means of communication. On the other hand the rates have risen so much that much of the allotted amount is absorbed in this way. If we glance at the State income, we become aware of the State income increased by a crore of rupees since 1913. So tolls should be exempted for all the carts belonging to the raiyats.

I fully disagree about the location of the toll-gates. The present distance from one toll-gate to another is 15 miles. This is a very tedious affair for poor people who happen to go every day from villages to towns and cities to earn their livelihood. For instance a man on cycle travelling from Seringapatam to Mysore, has to toll at two places within a distance of 8 miles. The argument that may arise, that the one toll is of Bridge toll will be insufficient and invalid. Because the bridge is not a newly constructed one. There is no justification to levy any toll on this bridge. Further all the Municipalities have been entitled to establish their own toll-gates. This is very burdensome thing to the public to bear this additional taxation. So I suggest that there should be no toll-gate within the minimum distance of 30 miles, whatever they be whether maintained by the State, District Board or Municipality.

I, in conclusion, strongly condemn the additional harassment of the public, the raiyats in particular, and suggest that no toll-gate should be maintained within a minimum distance of 30 miles.

(Sd.) S. C. MALLIAH,

Mr. C. P. Basavegowda suggests the addition of the words "or any other thing that can be used for agricultural purposes" after the words "manure, implements, seeds or agricultural produce in clause (*d*) as proposed to be amended."